

Umatilla County Believes in Improved Roads and Has Practical Road Program

Much Macadamizing Underway—County Follows Plan of Paying as it Goes in Preference to Bonding Plan. By J. W. MALONEY, County Judge.

Never before in the history of our state has the subject of good roads received the attention it is receiving today. From every quarter comes the demand for better highways.

Until recent years the improvement of the county roads was considered a matter of interest only to the farmer and he was satisfied with as little repairs as was absolutely necessary to keep the roads in a passable condition.

Today the professional men and the business men as well as the farmer recognize the economic value of good roads and are numbered among the army of good road enthusiasts.

To the press of the state is due largely the credit for moulding public sentiment and bringing about this happy condition. Their persistent

provides for a state highway engineer whose duty it is to investigate and determine the method of road construction adapted to the various counties. Said engineer may be consulted at any time by the county officers having care and authority over highways, culverts and bridges, and shall advise such officers relative to the construction, repair, alteration or maintenance of the same and shall furnish such other information and advice as may be of value to county courts in all matters pertaining to the construction of roads when called upon to do so.

Advocates of the bond issue have brought some pressure to bear on the county court to call an election for the purpose of voting bonds to the amount of \$500,000 for road pur-

of nearly \$48,000,000, and with practically no interest bearing indebtedness, we are in a position to "pay as we go," without levying a tax which might seem excessive. A bond issue of \$500,000 running for a period of 10 years would cost the taxpayers in the way of interest alone, the enormous sum of \$300,000. To create the necessary sinking fund to redeem the bonds when due and also pay the annual interest it would necessitate an annual tax of \$80,000. With the \$500,000 derived from the bond issue we would build, approximately, 100 miles of macadam road, or, in other words, the road built under the bonding system would cost us on an average \$8,000 per mile. Under the system of "pay as we go," which is now in practice we would be able

to incorporate cities of the county, to the value of \$8,000,000 is exempt from taxation for road purposes.

With an additional two mill tax, which could not be avoided, if bonds were issued, the county court will be able to build from 15 to 20 miles of macadam road each year. It seems to me that this is as fast as we should be expected to make progress, and would require four rock crushers running at full capacity during the entire working season of the year.

Much might be said in an article of this kind upon the economic value of good roads. But with the campaign of education that has been waged along this line during the past few years it seems that no argument should be necessary to convince the man of average intelligence that money spent in building good roads is a good investment.

The system, or rather the lack of system, that has been in force in past years must be superseded by business methods that will measure up to the conditions and needs of the present day. However great the prejudice may be with some people against the automobile it can no longer be looked upon as a luxury but as an every day necessity, and our roads must be built to accommodate this traffic.

James J. Hill, the "empire builder," proved to the railroad world that it was economy to eliminate grades and prepare his road bed for the accommodation of the heaviest locomotives that can be built. The same argument applies to our public highways. Properly constructed, they can be made to accommodate high power, heavily constructed motor driven vehicles that will bring a revolution in transporting the products of the farm into the market places.

The Umatilla county court is doing all it can with the limited means at its disposal. We have 4,700 miles of public road under our supervision, affected by every variety of climatic and soil conditions. A vast area of our territory in the west end of the county is experiencing a wonderful development and the legitimate demand for new roads in that section is rapidly increasing.

Wooden bridges are being replaced as fast as is necessary with substantial steel structures. During the past three years 33 steel bridges have been erected, and 15 miles of macadam road built. We are engaged at the present time in the construction of a macadam road which when completed will extend from Pendleton to the state line via Adams, Athena, Weston and Milton. Fifteen miles of this road is now completed. Our desire is to build as good road as possible with the material available. The work is in charge of an experienced engineer and road builder and particular attention is being paid to grades and drainage. The first obstacle we had to contend with in building this road was the Wild Horse hill just east of Pendleton. In order to eliminate a 15 per cent grade it was nec-

essary to cut through a solid rock embankment which necessitated the removal of 22,000 yards of rock. This was accomplished at a cost of less than \$20,000 and the grade reduced to 2 per cent. This work evoked some criticism on the county court. The court, however, considers the work one of its greatest accomplishments.

When this road is completed we hope to see the good work continued until all the main highways of the county are improved in a like manner. In a few years an open river to the sea will be a reality and when that time comes Umatilla county should have a hard surfaced highway over which we may haul our varied products to the Columbia river.

J. W. MALONEY,
County Judge.

At Middleton, Conn., December 12, Arthur L. Bradley, the motorman who was responsible for a collision on the New York, New Haven & Hartford, near Middletown, in October, pleaded guilty to the charge of manslaughter, and was sentenced to three months' imprisonment in the county jail, Bradley neglected to stop his car at a station where he should have waited for an opposing train.

PENDLETON'S PROGRESSIVE SPIRIT

Shown in Selection of Modern Type of Street Improvements

Pendleton through the intelligence and business acumen of its citizens, has unquestionably become the biggest and most progressive city of its size in the country.

In no single instance has this progressive spirit been better demonstrated than in the selection and adherence to the type of pavement laid here. The same spirit that made the Round-up of national prominence, exerted itself against all opposition and after a thorough investigation decided that the best was the cheapest and none too good for the town. As a result Bitulthic was selected and first laid eight years ago on Main street and East Court street and the wisdom and advantage of this selection is best shown by the fact that these streets after eight years of heavy traffic are apparently just as good as when first laid, and have not required the expenditure of a single dollar in maintenance. Last year, forty additional blocks of this pavement were laid and at least fifty more will have been laid or contracted for this year.

The adherence to Bitulthic was not accomplished without considerable opposition from within and without and although several different types of pavement reported to be "just as good but cheaper" fought desperately for an entrance, the Pendleton spirit in the light of their knowledge of Bitulthic, and its apparent superiority, refused to experiment.

With the increasing popularity and realization of the advantage accruing from this type of pavement, Pendleton will soon be in the first rank of cities having well paved streets. The impetus to real estate values since the adoption of this pavement on residence streets has even exceeded the highest expectations. In one instance in particular can be shown of a lot on West Court street, which could not be sold for \$500,000 before this street was paved, which sold for \$1000,000 after the pavement was completed and the buyer assumed the cost of the pavement besides. This represents practically a triple increase in value, most of which is undoubtedly due to the pavement. The record of real estate transactions in Pendleton in the last two years will show that fully 90 per cent of the property that changed hands was on paved streets and at a considerably increased value.

There are a few more streets in Pendleton which are urgently in need of hard surface pavement both from an economic and civic standpoint, and there are any number of lesser important streets where the investment in a good hard surface pavement at reasonable expense would reap direct benefits greatly in excess of the cost of same.

The price of this high type of street improvement, now available here, is an extremely low one and was only possible on account of the equipment and organization of the paving concern being on the ground and in the expectation of being able, with this attractive figure, to bring out a considerable yardage.

Property owners contemplating street improvement would do well to bring matters to a head while the paving equipment is still here and take advantage of the favorable price offered. At the rate of \$1.45 per square yard for gravel bitulthic, the total cost of street improvement for a 50 foot frontage lot on a street paved 30 feet wide would be about \$225, including necessary grading, curbing, drainage and proportion of intersection. If the property owner desires to take advantage of the bonding act he is allowed 10 years to pay for the improvement (semi-annual payments at the rate of \$2 per month and interest at 6 per cent) while the improvement to the property together with the comfort and healthful sanitary conditions are his for all time as soon as the work is completed.

July 10—M. A. Baker of Weston via its Pendleton for the first time in 16 years. Julius Wagner of Pilot Rock seriously injured when wagon goes over embankment.

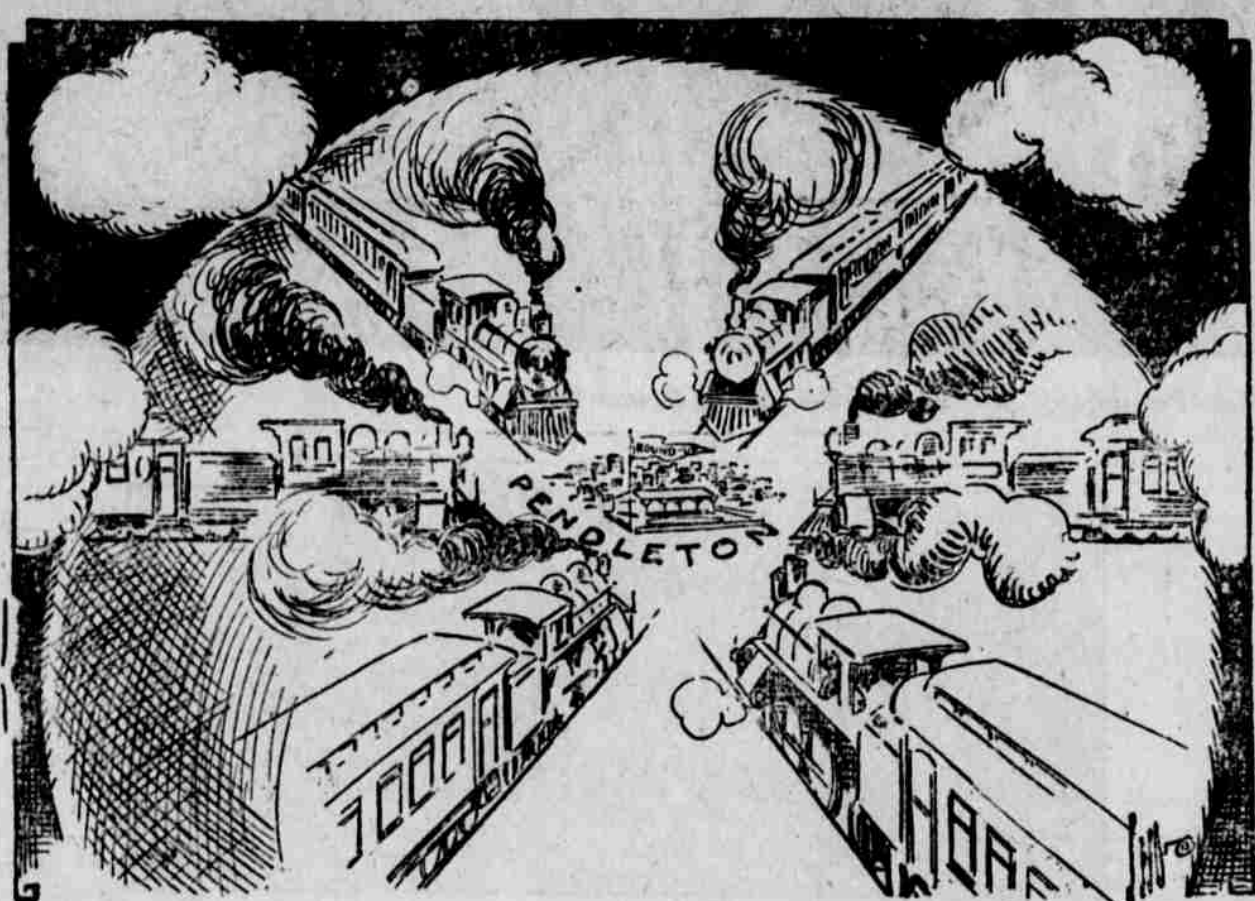
July 11—M. R. Yates sounds warning, says cattle becoming almost extinct in eastern Oregon. J. V. Tallman appointed member of hydro-electric commission.

July 12—City commences action to condemn land on reservation for right of way for pipe line. Wyoming cowboys announce intention of coming to Round-up.

July 14—News received here that

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All Roads Lead to Pendleton



Pendleton has railroad and highway accommodations second to no place of its size in the country. The city has connection with two trans-

continental railroads, the O-W. R. & N. and the Northern Pacific. Twenty-two passenger trains arrive or depart from the city daily and railroads lead into Pendleton from five different directions.

poses in this country. The present county court, however, does not look with favor on this proposition, being of one mind that conditions do not warrant such action.

By a comparison of the resources of Umatilla county with that of other counties of the state it will be readily seen that we head the list with the exception of Multnomah county. With an assessed valuation

to build 160 miles of the same kind of road, with the same amount of money, the difference being the saving of interest required under the bonding system.

The average amount spent annually for the past five years on the public highways and bridges in Umatilla county is \$100,000, produced by a two and one half mill road tax. Let it be known that property, in the in-

Summary of Important Local News Occurring During Year Just Closed

(Continued from Page 14, Section 3.)

ter supply submitted to council. Remonstrance to West Webb street paving is rejected. Pendleton will make application for \$25,000 Carnegie library.

March 21—Loss of lambs in county from storm said to be slight. Business houses close to observe Good Friday.

March 23—Churches observe Easter Sunday.

March 24—Severe storm throughout county causes much damage to farmers.

March 25—Fair weather is welcomed by sheepmen.

March 27—Case of James Johns vs. City begins in circuit court.

March 28—Move started by Commercial Association to get relief fund for sufferers in Ohio flood.

March 31—High water in Umatilla river subsides, and little damage reported. Well known Indian woman, widow of Wa-tin-e-ou-its, passes away.

April.

April 1—Carload of potatoes is sent to flood sufferers.

April 2—Council endorses plan for water supply and votes bond sale.

April 5—City is upheld in paving Jackson street by circuit court.

April 11—Mrs. J. B. Despain passed away.

April 14—Washout on O-W. R. & N. at Thorn Hollow delays traffic. Water ways convention opens with many delegates present.

April 15—Frank K. Wells appointed second assistant to State Superintendent Churchill.

April 16—Recommendations made that city install electric fire alarms and purchase chemical engine.

April 23—Raley street paving ordinance is passed. Council decides to install alarm system.

April 26—La Grande high school debating team wins contest held here.

April 29—First baseball game of the season opens here between Pendleton and Boise. Home of Mr. and Mrs. Lawrence G. Frasier burglarized.

May 1—Hold-up man is hastily caught after robbing local Chinese merchant.

May 2—First vehicle passes through out at Wild Horse after a year of work. Warrants drawn for almost \$100 to pay bounty on coyote scalp.

May 3—Intercollegiate track meet

held at Round-up park in which Baker high wins.

May 5—Melville Heathman, 63, time resident, dies.

May 6—Six different courts in session. Six new attorneys are admitted to the bar. Commercial club plans to observe Decoration day.

May 7—Methodist church parliament is opened. Council receives bids for auto chemical and fire alarm system.

May 8—Case of Johns vs. the city is heard before the supreme court.

May 9—Heavy hail storm on reservation.

May 13—Announcement made that Pendleton is to have new motion picture and vaudeville theater.

May 14—Par bid on \$200,000 water bonds will be rejected.

May 15—Wheat reaches highest mark in Pendleton when offers to buy at 80 cents are made.

May 18—Baccalaureate sermon delivered to High School graduates by Rev. Nathan Evans.

May 19—Secretary of State Olcott and Treasurer Kay make visit to eastern Oregon state hospital.

May 22—First Pendleton roses are in bloom. Henry J. Taylor elected grand master of I. O. O. F.

May 23—Copies of East Oregonian are carried to Athena by Aviator J. Milton Bryant. Wild Horse road is formally opened. Large class ever graduated from High school receives diplomas.

May 24—Cow and Hog day is observed at Stanfield. Annual Caledonian picnic draws crowds to Athena. Committee from civic club seeks contributions for drinking fountains. Leslie Edwards killed and three others injured in auto accident on Athena-Weston road.

May 25—Aeroplane flights at Round-up park attract good crowd.

May 27—Government is asked to erect federal building with money available for the purpose.

May 30—Memorial day is observed in fitting manner. First circus of season comes to town. Contract for new theater is awarded.

May 31—Fifth annual farmers' picnic at Pilot Rock is held. Abraham Miller, pioneer of county, found dead at Pilot Rock. Home of Mr. and Mrs. Donald Robertson in Vincent street destroyed by fire.

June.

June 4—First of summer band concert is given. Proposed junket trip is called off.

June 5—Water in Columbia river at Umatilla reaches 25 foot mark.

June 6—Weston holds pioneers' picnic.

June 7—Winslow Johnson, pioneer of eastern Oregon, is dead.

June 9—Chief of Police Kearney captures man after chase through business district during which shots are fired.

June 10—Lorraine F. Anthony is killed by switch engine at Umatilla. Carl Swanson strangely disappears.

June 12—First rose show is held. Word received that Carl Swanson is alive and well.

June 13—Strawberry day is held at Milton. Campaign for raising money for Fourth of July celebration meets with success.

June 14—Elks' lodge observes flag day.

June 17—Plans announced for organizing stockmen in Umatilla county. Captain Isaacs, prominent pioneer, dies at Helix.

June 18—Applicants for state teachers' certificates take examinations. Dr. W. H. Lytle is appointed state veterinarian.

June 19—Much damage done crops by hail storm throughout county.

June 23—Reports that jackrabbits devastate 180,000 acres of wheat land is found to be untrue. Wet weather seems to be general program but no additional damage to crops is reported.

Month of June will hold record for rain. Baker and La Grande are out of Western tri-state league.

June 24—Sam Vice is killed while attempting to board freight train in local yards. Mrs. Jacob Martin dies.

June 25—Local farmers make protest against duty on grain sacks. Former Vice President Fairbanks passes through Pendleton. Inmates of Pendleton's tenderloin hastily depart from city. Water bonds sold.

June 30—Campaign is inaugurated for commission form of government.

July.

July 1—Detective Kay files charges against 40 former inmates of tenderloin. Interviews show sentiment favors voting on commission government. Committee prepares auto parade for Fourth. Supreme court reverses circuit court decision in Jackson street paving case because of clerical error in description.

July 2—City dons festive garb for Fourth of July celebration. Council is urged to accept O-W. R. & N. company's offer to lease grounds for park

Pocket Billiards

Our Leading Brands of Cigars--

Van Dyck
15c

Gen. Arthur
10c

Owls and Little Bobbie 5c

Park & Tilford's
Fine Candies

W. J. Connor & Co.
649 Main Street

Your photograph—nothing will add more to the pleasure of the absent friends and kinsfolk at home.



There's a photographer in your town.

Bowman's Studio
Main Street, Near the Bridge.

A Gentleman's Resort [for
good-fellowship

THE SIDEBOARD

"BILLY" HOCH, Proprietor

BEST DISPENSERS
STOCK
SERVICE

Famous Schlitz Beer on Draught

Miguel Morales



Bit and Spur
Maker

Opera House Block

Pendleton, Ore.

This picture shows gold and silver inlaid steel bit made for A. S. Bent of Los Angeles, California.